



## The Alaskan Way Viaduct & Seawall Replacement Project

U.S. Department of Transportation  
Federal Highway Administration

Washington State  
Department of Transportation

City of Seattle

### MAY 2005 COMMENT SUMMARY

#### Introduction

The Alaskan Way Viaduct and Seawall Replacement Project database contains 5,067 comments, 70 of which were submitted in May of 2005.

#### Origin of comments

Forty-two of the comments received came from attendees at community briefings held by the project team. Twenty-seven comments were submitted via e-mail and one comment via phone.

Fifty-one comments were received from the central area of the project, six from the northern area, and none from the southern area. Six comments were received from outside the project corridor and the origin of seven comments could not be determined.

#### Comment Categories

Each comment submitted is categorized by the content of the message. Please note that depending on content, some comments were grouped into more than one category. There are 60 comment categories divided into six sections. The sections are economic, structures/locations, transportation, design and construction, and environmental/public safety. The comment categories range from cost and freight to traffic, air pollution and public safety.

Sample comments are listed below by section.

##### **Design/Construction:**

This group includes categories such as construction, urban design, the Seawall, and engineering. There were 35 comments identified in this group.

- Homeless people living under the Viaduct will be displaced, especially from Yesler Way and South in the project area.
- The Belltown neighborhood has expressed interest in a lid. Is that included in the project?
- Please consider not building anything along the waterfront. The billions of dollars could be better spent fixing I-5 and improving mass transit options for Seattle.
- If the Viaduct settles a total of 6 inches, will it be permanently closed?

- I am in favor of replacing the Viaduct with another Viaduct. Just because the property owners in Seattle want to increase their property value, the rest of us should not have to fund a tunnel.

### **Economic:**

The group includes categories such as cost, funding, property value/acquisition, and tolls. There were 25 comments in this group.

- One element of funding that has not received any press is an “L.I.D.,” Local Improvement District. If the tunnel is built the adjoining landowners should pay a portion of the billions in property value benefits they receive.
- How secure does the additional funding have to be for the Washington State Legislature not to reallocate it?
- What is the preliminary cost for utility relocation? Are those costs included in the \$3.7 billion to \$4.1 billion cost range for the tunnel?
- Live within your means, you are spending other peoples’ money to increase the view for those fortunate to buy the new condos that would replace some of the older buildings in the area.

### **Transportation:**

This group includes categories such as traffic, connections/circulations, pedestrians, and bicycles. There were 14 comments in this group.

- How does planning for Colman Dock fit with the Central Waterfront Plan?
- Parking will be the main problem for staff. Some use public transportation, but many use their own vehicles for work.

### **Environmental/Public Safety:**

This group includes categories like noise, public safety, earthquakes, and visual quality. There were 16 comments in this group.

- Is there any provision in your Seawall plan for the projected 15 to 35 foot sea level rise?
- Concern about the safety of the tunnel in the event of an earthquake-generated tsunami.

### **Transit:**

This group includes categories like monorail, light rail, and transit. There were three comments in this group.

- Is the Central Waterfront Plan assuming a trolley on Alaskan Way?